



RIDE OUT GROUND RULES

Instructor-Led Ride Outs – Ground Rules

The following Ground Rules will apply to all Inner Circle Instructor-led Ride Outs.

These rules are there for the benefit of all riders joining the ride-out and are necessary to protect Inner Circle Training's reputation as a responsible Motorcycle Training School. Acceptance of these Rules is a pre-requisite for joining an Instructor-led Ride Out, and any rider participating in the Ride-Out will therefore have accepted these Rules.

1. You are responsible for your own ride
 - Whilst the Ride-Out is organised and will be led by an instructor, it is the responsibility of each rider to ensure they have a safe, legal ride. The organisers will not be responsible for any transgression of the law by any participating rider.
2. The group will adopt the "2nd man drop-off" system to facilitate route-finding
 - The "2nd man drop-off" is an accepted practice for enabling a group of riders to follow a pre-determined route without each rider having to perform navigation. It works as follows:
 - i. The group has a Ride Leader who will always be at the front, and a Tail-End Charlie who will always be at the rear.
 - ii. The person following the Ride Leader (the "2nd man") will stop and mark any junction where the group does not follow the road ahead, or where the route is unclear (e.g. he can't see the rider behind him). He will show the following riders which way the group went. He must choose a safe, visible place to do this, which may be before or on the junction. There will now be a new "2nd man" and so the riders in the group rotate, each getting a chance to follow the Ride Leader.
 - iii. When the original 2nd man sees the Tail-End Charlie approaching, he ensures the Tail-End Charlie knows which way the group has gone, then continues on his way. The Tail-End Charlie will attempt to enable this by slowing down as he approaches the waiting 2nd man.
3. Riding Formation
 - On straights, riders should adopt a "staggered" formation to increase stopping distances and reduce the overall length of the group so as not to adversely impact other road users.
 - Through bends, riders should follow their normal lines and allow a suitable separation distance from the rider in front.
 - When stationary, for example at traffic lights, riders should stop in pairs to reduce the overall length of the group, with riders setting off into the staggered formation.
4. No Overtaking within the Group
 - For the safety and enjoyment of all riders, there will be a strict "No Overtaking" rule applied within the group (with the exception noted below). The Ride Leader will ride at a pace commensurate with the principles of



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Advanced Riding and adhering to all posted speed limits, whilst also matching speed to the capabilities of the "2nd man" (who will change during the course of the ride).

- The exception to this rule is at the discretion of a rider in the group who feels he is holding back a following rider and wishes to allow him/her to overtake. Under these circumstances the rider wishing to relinquish his position will signal for the following rider to overtake by using his left indicator when an overtaking opportunity arises. It is the responsibility of the overtaking rider to make the decision as to whether to overtake or not.
5. Break Stops and Regrouping
 - The Ride Out will have several scheduled break stops en-route at which the group will reform.
 - Should any rider in the group need or wish to stop in addition to the break stop, then the remainder of the group (i.e. those riders behind the stopping rider) will continue unless they also need to stop.
 - The Tail-End Charlie WILL stop and wait until the stopping rider is ready to continue. That way, the "2nd man", waiting for the Tail-End Charlie will ensure the group continues to follow the route.
 6. Fuel Stops
 - Riders should arrive with a full tank of fuel. Ride Out distances will vary and fuel stops will be arranged every 120 miles or so.
 7. Leaving the Group
 - Should any rider want to leave the group, they should ensure the Tail-End Charlie knows of their intention and allow him to pass them so that the remainder of the group can continue unhindered. This is the only time the Tail-End Charlie will overtake a member of the group.
 8. Unexpected Incidents
 - In the event of an incident (e.g. breakdown, accident) all following riders MUST stop with the rider(s) involved.
 - The Tail-End Charlie will attempt to contact the Ride Leader to notify him of the nature and location of the incident.
 - Any rider noticing following riders have stopped should also stop.
 - The Ride Leader will decide whether to bring the remainder of the group back to the location of the incident or proceed to the next break stop and await the group.
 9. Pre-Ride Briefing
 - A short pre-ride briefing will be given by the Ride Leader outlining the route and potential stops and introducing the group to the Tail End Charlie.
 10. Contribution to Costs
 - All riders joining an Instructor-led Ride Out will be expected to contribute £5 to the cover the costs of organising and leading the ride-out.